



Legislation Details (With Text)

File #:	22-0353	Version:	1	Name:	GCMUD 35 TDA
Type:	Agenda Item	Status:		Status:	Approved
File created:	7/25/2022	In control:		In control:	Engineering
On agenda:	8/9/2022	Final action:		Final action:	8/9/2022
Title:	Consider and take action on a resolution approving the Transportation Development Agreement associated with Galveston County Municipal Utility District No. 35 as it relates to conditions set forth in the City's Master Mobility Plan and the existing Utility Agreement between the City and Galveston County Municipal Utility District No. 35 (Director of Engineering)				

Sponsors:

Indexes:

Code sections:

Attachments: 1. Data Sheet, 2. Proposed Resolution, 3. Exhibit A - M.U.D. 35 Transportation Development Agreement, 4. City Calculated Capital Recovery Fees Information

Date	Ver.	Action By	Action	Result
8/9/2022	1	City Council	Approved	Pass

Consider and take action on a resolution approving the Transportation Development Agreement associated with Galveston County Municipal Utility District No. 35 as it relates to conditions set forth in the City's Master Mobility Plan and the existing Utility Agreement between the City and Galveston County Municipal Utility District No. 35 (Director of Engineering)

Approval of this resolution will approve the Transportation Development Agreement associated with Galveston County Municipal Utility District No. 35 as it relates to conditions set forth in the City's Master Mobility Plan and the existing Utility Agreement between the City and Galveston County Municipal Utility District No. 35.

In January 2019, City Council adopted a roadway capital recovery fee ordinance. The Developer, on behalf of MUD 35, wish to enter into a Transportation Development Agreement (TDA) whereby the City shall award Impact Fee Credit to the Developer equal to the costs associated with the design and construction of certain roadways shown on the City's Master Mobility Plan and included in the City's Roadway CRF Capital Improvements Plans.

This development is estimated to have approximately 658 single family homes at buildout and will include approximately 52.2 acres of non-residential development. Assuming 658 single family homes are constructed, this would represent \$2,955,209.60 in Roadway Capital Recovery Fees (CRF). An estimation of non-residential Roadway CRFs is difficult to estimate at this point.

This development has segments of 4 roadways that are included in the City's Roadway CRF Capital Improvement Plan: Maple Leaf Lane, Muldoon Parkway, Magnolia Bayou Drive, and a future unnamed East/West Arterial Street within the boundary of MUD 35, the estimated cost to design and construct the entirety of Maple Leaf Lane (approximately 1,845 LF), Muldoon Parkway (approximately 1,000 LF), Magnolia Bayou Drive (approximately 5,265 LF) and the unnamed East/West Arterial Street (approximately 3,870 LF) is estimated to be \$969,686 for Maple Leaf Lane, \$1,022,462 for Muldoon Parkway, \$3,993,145 for Magnolia Bayou Drive, and \$3,940,897 for the unnamed East/West Arterial Street for a total estimated cost of \$9,926,189.

Due to how the Westland Ranch PUD overlays MUD 35 and surrounding areas, there are portions of both Maple Leaf Drive and Muldoon Parkway are not contiguous but would be needed for the Westland Ranch development to

successfully handle the traffic generated by the proposed development. The full costs of these streets would be split between MUD 35 and MUD 36 with MUD 35 responsible for approximately \$1,922,866 of the estimated \$3,845,731 (or 50%) costs for these streets. A separate agreement for roadways within MUD 36 was brought to City Council and accepted in November 2021.

When taking in all impacted segments of roadways included in the City's Roadway CRF Capital Improvement Plan, the total estimated cost is \$11,849,055.

This TDA will require the Developer to construct the impacted segments of Maple Leaf Drive, Muldoon Parkway, Magnolia Bayou Drive, and the unnamed East/West Arterial Street as the development progresses and as a result will allow for Roadway CRF Credits to be issued. The Developer wishes to use this credit against the residential properties which will mean that as homes are developed and sold in this area the Roadway CRFs will be waived. The remaining estimated \$8,893,845.40 in credits would be used for the non-residential properties. As non-residential development occurs, the Roadway CRFs will be counted against the remaining credit. If all credit is issued prior to the non-residential areas being developed, then the City would impose fees on these areas at the time of development/platting. The District and Developer agree to waive any reimbursement of any remaining credit if the fees collected by the City are less than the Credit or Project Costs.

Staff recommends approval of this agreement.

Attachments:

1. Data Sheet
2. Proposed Resolution
3. Exhibit A - M.U.D. 35 Transportation Development Agreement
4. City Calculated Capital Recovery Fees Information

FUNDING

{X} NOT APPLICABLE

STRATEGIC PLANNING

{ X } Addresses Strategic Planning Critical Success Factor #1 - Develop & Maintain our Infrastructure